

## AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

### Listing of Claims:

1. (Currently Amended) Method for the control of the temperature of feed air which is injected into a cabin of a passenger aircraft, whereby the cabin of the aircraft is sub-divided into a plurality of cabin zones which are respectively supplied with specially temperature-controlled feed air, ~~whereby with this~~ the method comprising,

independently controlling the temperature of the feed air injected into each cabin zone is ~~controlled~~ dependent upon a deviation of an injection temperature actual value, measured by an injection temperature sensor, of the feed air injected into the respective cabin zone from an injection temperature target value,

establishing the injection temperature target value whereby for each of a selected number ~~portion~~ of the cabin zones, ~~the injection temperature target value is established~~ by comparing an ambient temperature actual value, measured by an ambient temperature sensor, for the respective cabin zone with an ambient temperature target value, and

establishing the injection temperature target value characterised in that for at least a first cabin zone not within the selected number ~~portion~~ of the cabin zones and not having an ambient temperature sensor, ~~the injection temperature target value of the first cabin zone is established based on the basis of an injection temperature target value of at least one second cabin zone different from the first cabin zone and an injection air actual temperature ( $T_L$ ) of the at least one second cabin zone, whereby~~ the at least one every second cabin zone is within the selected number ~~portion~~ of the cabin zones.

2. (Previously Presented) Method in accordance with claim 1, characterised in that the injection temperature target value for the first cabin zone is established upon the basis of the injection temperature target values and the injection temperature actual values ( $T_L$ ) of several, and in particular of all second cabin zones.

3. (Previously Presented) Method in accordance with claim 2, characterised in that the injection temperature target value for the first cabin zone is established upon the basis of an average value of the injection temperature target values and the injection temperature actual values of several, and in particular all second cabin zones.

4. (Currently Amended) Method in accordance with claim 1, characterised in that the injection temperature target value for the first cabin zone is also established upon the basis of a first at least one correction value which is constant and based on the physical zone-specific factors of the first cabin zone affecting heat transfer.

5. (Canceled).

6. (Previously Presented) Method in accordance with claim 4, characterised in that the injection temperature target value for the first cabin zone is established upon the basis of a second correction value which is dependent upon an ambient temperature target value for the first cabin zone, wherein the second correction value can be entered manually.

7-10. (Canceled).

11. (Currently Amended) A passenger aircraft, a cabin of which is sub-divided into a plurality of cabin zones supplied with specially temperature-regulated feed air, including an electronic control unit arranged to independently control, for each cabin zone, the temperature of the injected feed air dependent upon a deviation of an injection temperature actual value, measured by an injection temperature sensor, in relation to an injection temperature target value for the respective cabin zone,

~~wherein~~ the electronic control unit ~~establishes an~~ also-establishing the injection temperature target value for a selected number portion of the cabin zones by comparing an ambient temperature actual value for each of the selected number portion of cabin zones, measured by an ambient temperature sensor, with an ambient temperature target value for the respective cabin zone,

characterised in that a first cabin zone not within the selected number of the cabin zones does not have an ambient temperature sensor, and the electronic control unit establishes an injection temperature target value for the ~~the~~ [[a]] first cabin zone ~~not within the selected portion of the cabin zones~~, upon the basis of an injection temperature target value of at least one second cabin zone different from the first cabin zone and of an injection temperature actual value ( $T_{i2}$ ) of the at least one second cabin zone, whereby the at least one every second cabin zone is within the selected number portion of the cabin zones.

12-14. (Canceled).